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25X1A -2-31 March. Between 10 a.m. and 6 p.m., local individual flights were made. There were a closed ceiling at an altitude of 100 meters and visibility of 3 km. 1 April. Throughout the day, no aircraft were observed aloft. The sky was overcast. After 7 p.m., individual MiG-15 or U-MiG-15s made local flights and took off at intervals of 10 to 15 minutes. Source believed that 2 or 3 aircraft were involved in night flying which continued until about 3 a.m. The lighting facilities at the field were in operation. The red beacon light in the eastern extension of the runway gave the identification signal MS. 2 April. Between 10:30 a.m. and 4:50 p.m., some MiG-15 or U-MiG-15s made local flights almost without interruptions. Beginning at 6 p.m., night flying was practiced as on the preceding days. 3 April. Between 8:30 a.m. and 2 p.m., some local flights were made at large intervals. There was a closed ceiling at an altitude of 500 meters. 4 April. No air activity was observed. Twenty MiG-15 or U-MiG-15s were counted on the landing field, including & alert aircraft parked south of the eastern end of the runway. Since recently, all of the aircraft involved in air activity have been equipped with auxiliary fuel tanks. Source also noticed that, during the proceding days, air activity by non-local aircraft crossing over the field or near Its boundary had considerably increased.

Comment. According to the present report, a total of 69 MiG-15s were counted on the landing field, in the revetments and in the hangars at Merseburg sirfield on 22 March 1954. On 4 April, source observed only 20 MiG-15s on the landing field. Source has been requested to restate if this could have been the total air
craft strength at Merseburg on this day. Since 1 October 1953, 64 aircraft have been reported from Merseburg airfield including 9 from Altenburg airfield, 5 from Koethen airfield, 2 from Erfurt-Bindersleben airfield, and 1 each from Briesen,
Laerz and Crossenhain sirfields.

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